





Today's  
Advertisements.GOVERNMENT NOTIFICATION,  
No. 370.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from the 25th August to 30th September, 1898, between the hours of 7 A.M. and 11 A.M. daily, as follows:—  
From Stone Cutters' Island West Battery in North-Westerly and South-Westerly directions.  
All ships, junks and other vessels are cautioned to keep clear of the ranges.  
The inhabitants of the houses at Stone Cutters' Island are warned to keep their glass windows open during the PRACTICE.  
By Command,  
T. SERCOMBE SMITH,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 20th August, 1898. [1004]

## ROSEBUD (AUSTRALIAN) BUTTER.

I BEG to inform my patrons and the public generally that I have just received a consignment of the celebrated Ireland's ROSEBUD brand of BUTTER and can supply same in 1 lb tins or 1 lb packages of FRESH ROLL BUTTER.

Orders for the FRESH ROLL BUTTER should be given at 24 hours' notice so that it may be brought from the Ice Dispensary.  
H. RUTTONJEE,  
15 & 17, D'Almeida Street, Hongkong,  
and  
21 & 23, Elgin Road, Kowloon.

Telephone No. 190.  
Hongkong, 20th August, 1898. [1003]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
The Company's Steamship

"HAILONG,"  
Captain Robson will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.

Hongkong, 20th August, 1898. [1001]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND VLADIVOSTOK.  
The Company's Steamship

"SZECHUEN,"  
Captain Pennefather, will be despatched as above on WEDNESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 20th August, 1898. [993]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.  
The Company's Steamship

"AMARA,"  
Captain Mallock, will be despatched as above on THURSDAY, the 25th instant, at Noon.

For Freight or Passage, apply to  
JARDINE MATHESON & Co.,  
Agents.

Hongkong, 20th August, 1898. [1002]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS).

THE Steamship

"CHUSAN,"  
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 23rd September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Kinsale and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 20th August 1898. [5]

## Intimations.

DAKIN, CRUICKSHANK & COMPANY,  
PICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS

SODA WATER.

LEMONADE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufacture.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

## Intimation.

A. S. WATSON & CO.,  
LIMITED.

MANUFACTURERS OF  
AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.

The best materials only are used.

The PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., L.D.  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898. [7]

## BIRTHS.

At 38, Broadway, Shanghai, on the 9th inst., the wife of ALEXANDER LAMING, of a son (still born).

On the 9th of August, at 104, Chapple Road, Shanghai, the wife of C. W. THOMAS, of a daughter.

On the 11th inst., at Hamburg, the wife of A. LASPE, of a daughter.

## MARRIAGE.

At Aberdeen, on the 11th inst., JOHN ELMESLIE, Ironfounder, Howarth & Co., Ltd., and MARGARET ANN, second daughter of the late John Simpson of Aberdeen (by cable).

At Shanghai, on the 12th inst., VIRGINIA LOPEZ, the dearly beloved wife of Ubaldo Carion, aged 33.

## The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 20, 1898.

## NOTES AND COMMENTS.

The future of the Philippines is a question which bids fair to occupy the attention of the Powers for some time to come.

The days when nations were allowed to do as they pleased with their conquests, or even to a certain extent with their possessions, are past, and even though objections should be raised by the Powers to the annexation of the islands by the United States, we very much doubt if Spain would be allowed to retain possession of them for long should the Americans deem fit to hand them back to her.

Whether or no the United States will ultimately decide to retain them still remains to be proved, but, from the Reuter's message which we publish to-day, it appears that popular feeling in the States is growing to be more and more in favour of their retention, and it may be that even now, at the eleventh hour, they may be demanded as one of the conditions of peace, which have not, so far as we are at present aware, been definitely decided upon.

For our own part we earnestly trust that the United States will decide to retain the Philippine Islands. As is plainly pointed out in a letter to the *Times*, which we reproduce in another column, they would, in the hands of a powerful nation become the key of the Western Pacific. They dominate the routes of vessels between Asiatic Russia, China and Japan to the Australian Colonies and Singapore and even to Europe and America; in other words they are situated right in the middle of one of our principal ocean highways and therefore we cannot afford to have them in the hands of a hostile Power. The United States are not hostile to us. They are hand and glove with us in the maintenance of the open door policy and the integrity of the Chinese Empire, and for this reason alone it would be greatly to our advantage for the Americans to retain them.

Reuter tells us that Russia, by means of the semi-official journal, *S. Petersburg*, advocates the control of the Philippines by a concert of the European Powers. Russia's design is easily seen through. She is perfectly well aware that once the Powers decide to control the Philippines jointly they will one and all need a naval and coaling station in the Islands, and Russia herself will naturally require one too.

This would mean that instead of having one Power established in the midst of our trade routes we should have half a dozen, and out of that half dozen the probabilities are that three at least would be antagonistic to us. Russia has for years been eagerly waiting the chance to extend her Far Eastern Possessions southwards, and in the joint control of the Philippines by the Powers and the distribution of stations consequent upon such an action she sees her opportunity. Should the United States decide to proclaim a protectorate over the Islands or to retain them themselves then British interests would be adequately protected; but at all risks the Islands must be kept out of the grasp of Russia.

It may be that the home authorities have awakened to the fact that Russia has cast an eye upon the Islands, for we are now informed that the disposition of the China squadron has once more been suddenly changed. The orders for the *Hermione* and *Barfleur* to proceed north have, we understand, been cancelled, and they are to remain here for the present together with the *Powerful* and *Blenheim*, while the *Sphigx* has been ordered up from Manila to join them. The stationing of a squadron of this size at Hongkong (a battleship and four cruisers) is an entirely new departure in the disposition of the vessels upon the station, and looks as though trouble were anticipated in the south, as well as in the north. Of course nobody is yet aware of the reason for this sudden assembly of naval power here, but it is certain that such a change of programme would not take place unless circumstances rendered it necessary, and consequently the development of affairs in the south will be watched with interest.

## REUTER'S MESSAGE.

THE FUTURE OF THE PHILIPPINES.

LONDON, August 18th.

The semi-official journal *S. Petersburg* dwells on the difficulties the Americans will experience in introducing autonomy in the Philippines and advocates its gradual introduction under the strict but benevolent control of Europe.

The opinion in the United States in favour of retaining the Philippines is gaining strength.

## WEATHER REPORT.

The Observatory report to-day says:—On the 20th at 11.35 a.m. The barometer is steady on the E. coast of China, and falling on the S. and S.W. coasts. Pressure is normal on the coast generally, but there are slight indications of the existence of low pressure in the Pacific to the S.E. of Formosa. FORECAST:—W. or varying winds, light to moderate; fair.

## LOCAL AND GENERAL.

UNLAWFUL possession of goods cost a cooile to-day \$15 or six weeks' hard.

FOR the theft of a watch a cooile was to-day sent to gaol for forty-two days.

A DOATHMAN who could not account for a ton of coal found on his craft was fined \$50 or two months.

Mr. Archibald Allison, at present resident in Singapore, has published a copyright edition of a work entitled "The Real Pirates of Formosa."

RUSSIA has ordered a 10,000 horse-power ice-breaker from the Armstrongs, to be ready for use next winter in keeping open the navigation to St. Petersburg.

At the recent leasing of the pearling grounds in the Mergul Archipelago, Chinamen outbid the present lessees—Australians chiefly—who had opened up the industry.

THE laws of Sarawak now include a Regulation enforcing the proper Registration of all Bills of Sale and all Documents regarding the transfer, assignment, and mortgage of property.

A JAPANESE merchant is making arrangements at Bangkok for supplying Siam with Japanese coal. The first shipments of coal are expected to arrive at that port during November.

OWING to the lateness of the hour at which we received the passenger lists for the steamers *Japan*, *Rosita*, *Manila* and *Parramatta* we are compelled to hold them over until Monday.

DURING the absence of the *Rajah* of Sarawak in Europe, the Government of the State will be administered by the Resident of the First Division, assisted by a Committee of Administration.

A SHANGHAI paper hears that the damages done to the *Helix* by her recent collision with the *Yuan* amount to \$40,000, while those to the French cruiser are estimated at about twice that amount.

STEALING clothes cost a cooile to-day six weeks' loss of liberty. A boy who tried the same game was ordered to receive twelve strokes with the birch. He said he was eighteen but Captain Hastings signed him out at sixteen.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

A Well Wisher ..... \$20  
Rose MacKenzie ..... 5

In Hohow a native Christian, says the vernacular papers, brought a false charge against a certain Chinese. The Magistrate discovered the truth of the case but he could not punish the Chinese. The Christian persisted in his allegation and the Foreign Consul protecting his religion requested the Chinese Government to remove the Magistrate from office. It is not stated who the Consul was, nor the nation he represented.

For the unlawful possession of a quantity of powder utensils a cooile was to-day sent to gaol for six weeks if he fails to pay up \$15.

AT FADING JAWA, near Klang, recently a Chinaman in a shop was aroused at night by hearing some one on the premises. He then saw a Javanese in his room. The Chinaman closed with him, and received a blow on the neck from some sharp instrument which killed him. The case is in the hands of the police.

THE Chinese detective who was charged with allowing a prisoner to escape and substituting another man in his place, was committed to take his trial at the Singapore Assizes. The man who acted as substitute was also committed for trial on a charge of abetting the offence, whilst the original prisoner will be tried for escaping from custody.

A CHINAMAN, charged with cheating the Hongkong Bank at Sourabaya of ten thousand guilders through a forged cheque, has fallen into the hands of the police there. He had made off to Singapore where he lived in grand style till all the money had been spent. On the 27th July, he came back to Sourabaya where the police caught him the very same day.

CAPTAIN Tholmann, who is accused of murdering the comprador of the *Doring* and was kept in the British Consular Gaol at Canton, has, says an exchange, been sent to Shanghai in the *Fushan* for safety, as the Cantonese threatened to take him out of prison and kill him. He will be sent back to Canton in October to be tried. The *Fushan* arrived at Shanghai on the 17th August, ten days out from Hongkong.

THE successor of Sir Nicholas O'Connor at St. Petersburg is Sir Charles Stewart Scott. The new Ambassador is an Ulster man, educated at Trinity College, Dublin; although he is only sixty years of age, he has been forty years in the Diplomatic Service. He was at St. Petersburg nearly twenty years ago. One reason for his appointment at the present moment seems to have been the fact that he is an old colleague of Count Muraviev's.

THE American ship *Paul Riera*, Capt. Mullen, says a Shanghai paper of 15th inst., had a very narrow escape from foundering during the height of the gale on Saturday. She was carried, we understand, up to within about 100 yards of the Alligator Rock, when the backwash from the rocky rampart set her out again into the fairway, and she continued her voyage to port without further incident. The ship *William Law*, also flying the American flag, was fairly caught in the typhoon in the south end of the Formosa Channel and her decks were swept as smooth as a billiard table.

News from Peking tells of continual military movements against the enemy. The troops overrun the country and drive the enemy before them. But lack of supplies compels the troops to retreat. The base of operations on the front ground and again throw up entrenchments and fortifications. The troops have to march out and do their work over again. Villages previously taken have to be retaken and destroyed. The point is that the war is carried on in too humane a fashion. The Batavia *Nieuwsblad* insists upon it that experience has shown that the only way to bring the Achinese under is to lay the country waste by fire and sword, until all resistance is beaten down.

A RETURN relating to the British Navy, laid on the table of the House of Commons, shows the number of commissioned officers, subordinate and warrant officers, petty officers, men, and boys of the executive branch and other branches of the Royal Navy borne on April 1, 1898, 1898, 1898, and 1898; also the numbers of the commissioned, warrant, and non-commissioned officers and men of the Royal Marine force. As the Navy stood three months ago its strength was as follows:—Executive branch 44,336 officers, men, and boys; Engineer branch, 22,289 officers, men, and boys; other branches, 11,816 officers, men, and boys; Royal Marines, 17,009 officers and men; the aggregate strength of the four forces being 95,540 officers, men, and boys. The aggregate strength of these four arms of the service in the other years mentioned in the report was as follows:—April 1, 1897, 95,138; April 1, 1896, 94,304; April 1, 1895, 95,773; and on April 1, 1894, 95,429.

BRITISH TRADE WITH CHINA.—The Worcester Chamber of Commerce has, we are informed, passed the following resolutions:—(1) "That the Worcester Chamber of Commerce, observing with great anxiety the activity of France and Russia in procuring concessions for railways in China, which will result in China being covered with a network of railways either openly or virtually under the control of the French and Russian Governments, and therefore hostile to British trade, most earnestly requests her Majesty's Government to lose no time in facilitating upon a concession for a railway from the Burmese frontier to the Yang-tze River, with a branch line to Canton, and a line connecting Canton with Han-ku." (2) "That this chamber, while most warmly congratulating the Government on the acquisition of territory on the mainland for the defence of Hongkong, expresses its strong opinion that concessions should be secured for British railways from the treaty ports to their hinterlands." These resolutions have been communicated to the other chambers of commerce in the kingdom with the request that in view of the grave and critical position in which British trade with China, already vast but capable of immeasurable expansion, is placed by the hostile activity of the French and Russian Governments, and of the need for prompt and urgent competitive action on the part of her Majesty's Government, they may see their way to pass similar resolutions, and by forwarding them to the Foreign Office, help to convince her Majesty's Ministers that in taking such action they would have the support of the trading community of the British Isles.—*Times*.

THE unlawful possession of a ton of coal resulted in a number of boatmen being fined \$50 each, in default two months.

A RAB Marine named Randell was to-day fined \$5 or 14 days for attempting to rescue a prisoner from the custody of the police.

JOHN SALAKIN, a Customs watchman, charged with assaulting a vehicle driver with his stick, was found guilty by Capt. Hastings to-day. For the assault he was fined \$7 or twenty-eight days and he was ordered to pay \$3 compensation or go to gaol for fourteen days.

WE regret to have to record the death after a painful illness, of Mrs. E. I. Ellis, of 8 Pedder's Hill. The sad event took place at 3 p.m. to-day and besides a large family she leaves many friends to mourn her demise. Mr. E. I. Ellis has for a long time been employed by Messrs. Sassoon & Co. and one of the sons is on the reporting staff of the *Telegraph*.

THE *Malay Mail* thus describes an instance of excessive zeal as displayed by a Kuala Lumpur detective:—It is a common practice for men of the Malay States Guides to go out for exercise runs. But this idea of amusement is not understood by the Chinese, so when a Chinese detective met one of the M.S.G. men flying round the country, he naturally concluded the man was a criminal fleeing from justice and promptly arrested him. The Sikh, unable to talk Malay, spent the night in the lock-up.

THE *Courrier de Saigon* notes fresh trials with tobacco cultivation in Cochinchina. Years ago, that ill of cultivation in the lowlands failed owing to the saline nature of the soil. Ten companies lost their capital in these experiments. M. Haifaer, the director of the Botanic garden at Saigon, has latterly resumed the experiments; but this time the plantations were laid out in the highland districts. There the plants thrive, and the experiment proved a success. Cigars made from Cochinchina tobacco have been found to meet the requirements of smokers. The *Courrier* expects that shortly tobacco will be an article of export from Cochinchina.

THE native papers contain the text of an Edict published on the 10th inst. and telegraphed down from Peking, in which the Emperor takes several conservative officials strongly to task for impeaching Chien Pao-chien, Governor of Hunan, because that mandarin sought to introduce several reforms, political, social and industrial, into his province, which the older school of dignitaries regard as useless and mischievous innovations. The Emperor says that times are altering, and China, as well as other countries, must keep abreast of them and go in for all the new ideas. It is only jealousy and selfishness which induce the mandarins here and there to oppose the march of progress, and any officials shown hereafter to entertain such scruples will be sure to incur the Imperial displeasure.—*China Gazette*.

AN amusing story, says the *Japan Times*, is told of the Grand-Duke Cyril while he was sojourning in Kyoto. Late in the evening of the day after his arrival in the ancient capital of Japan, about the hour when the first bell (10 p.m.) of the night was tolled by the Chion Temple in the deep mournful tone characteristic of the Japanese bell, the landlord of the Kyoto Hotel, where the Duke with his small suite had put up, became alarmed at an unusual noise that reached his ears from the direction of the rooms on the second storey, which had been placed at the Duke's disposal. He hurried upstairs with his heart throbbing violently, forbidding some dreadful mishap. Approaching the bedroom, he peeped through the keyhole of the Duke's bedroom. The scene within at once revealed the landlord of his anxiety. The Duke, in his sleeping attire, was discovered wrestling with one of the young officers in his suite, imitating, to the immense amusement of the spectators, the various postures and tricks of the professional wrestlers. Anyway, the Duke seems to have been much taken with this characteristic sport of Japan.

MESSRS. Benjamin, Kelly and Potts in their *Weekly Share Report* state:—Business continues very dull and there are scarcely any changes to report. Banks.—Hongkong and Shanghai Banks are firm at 203 per cent. premium ex dividend. The London quotation is 147. The National remains quiet at 117. Marine Insurance.—Unions have been placed in small lots at \$124 and \$111, closing steady at the latter rate. China Traders have been taken off the market at \$63 and \$63, and Canteons at \$130. Fire Insurances.—Are quiet with no business to report. Shipping.—Hongkong, Canton and Macao Steamboats are a shade easier, and are offering at \$35. Indo-Chinas are weak at quotation. Douglas Steamships have been sold and are obtainable at \$38. "Star" Ferries have been placed at \$8, and are now wanted at \$8. Refrigerators.—China Sugars are quiet with sellers at \$101 for the settlement, shares have changed hands \$163, \$162 and \$161. Luxons are steady at \$40. Minings.—Panjoms have been fixed at \$54. Raums have been done at \$36 and \$36, and close with sellers at the latter rate. Great Easterns have been placed at declining rates down to \$26. Oliviers B have been negotiated to a large extent at \$360, including the \$1 call paid on the 15th instant. Jebebus have been sold at \$490 and \$5. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have ruled steady at 23 per cent. premium. Kowloon Wharf shares are in demand at \$58. Lands, Hotels and Buildings.—No business to report. Cotton Mills.—Hongkong Cottons have been sold and are obtainable at \$45, including \$1 call paid on the 18th instant. Other stocks under this heading remain quiet with sellers at quotations. Miscellaneous.—Electricity have been done at \$8 and close steady. A. S. Watsons are acquired for at \$114.

A BLUE jacket named Sam Roberts, from the *Hermione*, made things lively last night and upset a ticksha. For the disorderly conduct he was fined \$5 or fourteen days and had to give \$1 as compensation or retire for seven days.

THE *Japan Mail* says that it is not surprising that Japan finds it very difficult to get officers for her army as well as her navy, considering that the monthly pay of a Major in the army is only 27 *yen* (£3 14s), of which he has to pay nearly half for the keep of his horse, his not pay, out of which he has to provide himself with a uniform, being exactly the pay now demanded by an able-bodied coolie for pulling a Jiriksha.

In the Legislative Council of India, a bill has been introduced to regulate the importation of live stock from Australia. The main object of the Bill is to protect India against the importation of horses affected with the tick pest, for though horses themselves are not subject to it they are capable of communicating the pest to cattle and of spreading it from place to place. Singapore runs the same risk as India from imported Australian live stock.

THE typhoon, which swept over the north of Formosa, fortunately struck the coast at some point north of Foochow, though passing sufficiently close to be unpleasant. No damage worth mentioning was done to property in the settlement or at Kailang but at Sharp Peak there was trouble. The house of the head native assistant in the Telegraph Company was blown completely away and a missionary's house was so far wrecked as to oblige the inhabitants to fly for refuge to the hospitable quarters of the E. F. Telegraph Company. Then some of the telegraph poles were blown down interrupting the land service. The movements of steamers inwards and outwards were of course temporarily delayed, causing some little inconvenience, but we do not hear of any shipping disasters in the vicinity of the port.—*Foochow Daily Echo*.

THE troubles of the cotton-spinning companies, says the *Japan Mail*, seem to be coming thick and fast. The attachment of the Naniwa Company's factory and plant at the suit of the Mitsui Bussan Kaisha has already been announced by telegram. The Asahi Company of Osaka seems to be in equally bad plight. It has not been able to declare any dividend for the first half of the current year, or to pay the interest on its borrowed capital which amounts to a quarter of a million *yen*. It has therefore been obliged to hand over its Hiroshima branch factory as security for the interest. The Tokwa Company, also of Osaka, is said to be threatened with an action by a foreign firm which procured machinery to the value of 160,000 *yen* by order of the firm. It would appear that the cotton-spinning industry in Japan has been developed too impetuously.

## THE FUTURE OF THE PHILIPPINE ISLANDS.

QUESTION that has frequently presented itself to me during 31 years' residence in the East, half of which has been spent in the Philippines, is this:—Do people at home fully comprehend what the Philippines mean sooner or later mean to England? The Philippines in the hands of a powerful nation would become the key of the Western Pacific as well as even more than Gibraltar is that of the Mediterranean. One glance at the map of the world will indicate this. They dominate the routes of vessels between Asiatic Russia, China and Japan to the Australian colonies and Singapore and even to England and America. In the hands of the British or a faithful ally they could furnish a splendid array of good fighting men, or they could furnish supplies for troops sent from England or elsewhere, as the islands are thickly populated, and when enjoying internal peace are great crop yielders. A naval station they would, on account of their central position, hold a place second to none in the East, especially when it is taken into consideration what good sailors and excellent fighting men the natives of the Philippines are. They are men whom, if fairly treated and well officered, no commander could help being proud of. They have wonderful endurance either on a forced march or during a long pull in open boats. I have myself seen a native despatched with a letter and parcel, the latter some 8 lb. or 10 lb. in weight, from the town of Tacloban to that of Cagayan, some 26 miles distant. The wet clay roads for the greater part of the way were atrocious. He left Tacloban about 7 a.m. and about 11 p.m. he arrived back again with a reply and did not appear very much fatigued, although he assured me he had walked an open boat with a crew of eight Manila men a rest in an emergency, pulled 80 miles without a rest in fairly smooth water against a light head wind. The boatmen ate and drank as they rowed. I mention these instances as an example of their grit and endurance. What would also be of great importance is the magnificent and practically untouched supply of coal that is to be obtained on these islands. In the hands of an enemy they would be a constant menace not only to British interests in China, but also to Australia and New Zealand, to Hongkong and Singapore. When the natives of the Philippines understand that they have at last been liberated from Spanish oppression and extortion and can now obtain justice from the British or other Anglo-Saxon race, but will most surely be punished if they deserve it, and that the day of bribery and corruption in the Courts of justice is past, they will speedily become a peaceful and loyal people.

## THE LU-HAN RAILWAY.

SHANGHAI, August 19th. As we mentioned briefly in our last issue the contract with the so-called *Bolshevik* Syndicate Our French contemporary, who has apparently hitherto denied that there was any Belgian contract at all, says to-day under the caption "At Last!" "Yesterday morning Imperial sanction was finally given to the Belgian contract for the construction of the Peking-Hankow railway. The Emperor gave, some time since, his verbal sanction; the only reason why he kept silence in the face of the unjust and unjustifiable attacks of a certain contemporary proceeded from this reason alone. Meanwhile the affair has been irredeemably concluded; it had the knowledge of the Emperor of China who the attempt at bluff to numerous for decency, that the superior policy to follow in this matter has been that of 'honour.'—A blessed sort of honour. They are all honourable men! Drayton was an honourable man!—*China Gazette*."







## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU H. Burns	KOBE AND YOKOHAMA	WEDNESDAY, 24th August, at 4 P.M.
OMI MARU C. Young	THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY, BRISBANE, SYDNEY & MELBOURNE	FRIDAY, 26th August, at 4 P.M.
TOKIO MARU E. W. Haswell	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 29th August, at 4 P.M.
TORA MARU C. Hillcoat	MARSEILLES, LONDON, NEWCASTLE AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	THURSDAY, 1st September, at 4 P.M.
SAGAMI MARU T. Mural	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHENULPO, NAGASAKI, FUSAN AND GENSAN	FRIDAY, 2nd September, at Noon.

\*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.  
Manager.

Hongkong, 16th August, 1898.

## J. J. CARNAUD, 3, rue d'Argout, PARIS



## TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of WEBSTER'S DICTIONARY.  
At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster of Webster, the latest and most authentic proof that Labor omnia vincit.

A CURE FOR ASTHMA!!!  
GRIMAULT'S  
INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stinging sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.  
GRIMAULT & Co., Paris, sold by all Chemists.

GRIMAULT'S  
Matico Capsules  
AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of acute and chronic haemorrhages. These capsules, unlike Copious, have not the inconvenience of producing Stomachic.  
MATIO INJECTION is used in recent cases.  
MATIO CAPSULES in more chronic cases.  
GRIMAULT & Co., Paris, sold by all Chemists.

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, 18  
Lu-Hou Road.

IS now in a position, in his New and Commodified Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.  
Hongkong, 22nd September, 1898.

SIENTING,  
SURGEON DENTIST,  
No. 10, PAGULU STREET.  
TERMS VERY MODERATE.  
Consultation free.

Hongkong, 27th September, 1898.

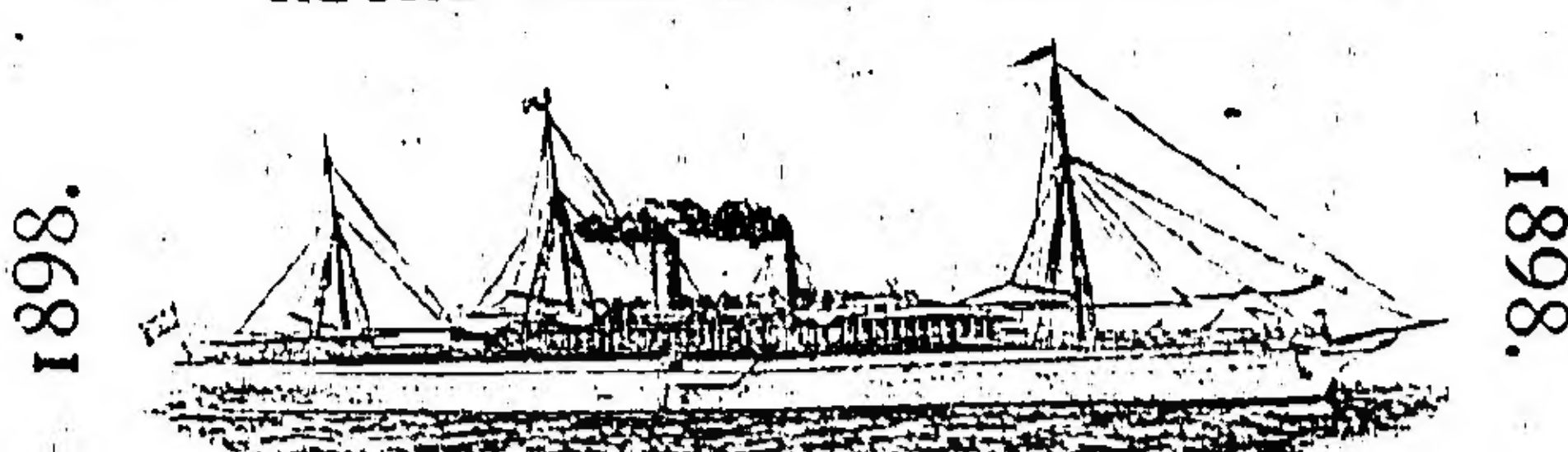
## AN APPEAL

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.  
Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.  
The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.  
Hongkong, 22nd April, 1897.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:  
BUTUAN, Spanish str., Medriago—Brandao & Co.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 10 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Piddar's Street.  
Hongkong, 10th August, 1898.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Hall, will be despatched for the above Ports TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage apply to

DOUGLAS LARRAIK &amp; Co.,

General Managers.

Hongkong, 20th August, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND VLADIVOSTOK.

THE Company's Steamship

"SZECHUEN,"

Captain Pennefather, will be despatched as above on MONDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 20th August, 1898.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"TAISANG,"

Captain Sawyer, will be despatched as above on MONDAY, the 22nd instant, at Noon.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 20th August, 1898.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Bradley, will be despatched as above on TUESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co.,

General Managers.

Hongkong, 15th August, 1898.

THE Steamship

"TAMSUI MARU,"

Captain Nagata, will be despatched as above on TUESDAY, the 23rd instant, at Noon.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 19th August, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, MELBOURNE AND LAUNCESTON.

THE Company's Steamship

"CHINGTO,"

Captain Moore, will be despatched on WEDNESDAY, the 24th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 12th August, 1898.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LIV,"

will be despatched as above on or about the 25th instant.

For Freight, &amp;c., apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 16th August, 1898.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA

THE OVERLAND RAILWAYS, AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai),

Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 1st Sept., at Noon.

Doric (via Shanghai,

Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th Sept., at Noon.

Belge (via Shanghai,

Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 15th Oct., at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 1st September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 13th August 1898.

SAILING VESSELS.

FOR NEW YORK.

THE "A. I. Norwegian Bark

9,966 "PRINCE ARTHUR,"

Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG &amp; Co.,

Agents.

Hongkong, 12th July, 1898.

FOR SAN FRANCISCO.

THE "100 A. I. British Ship

"HAWTHORNBANK,"

Grieg, Master, now loading here for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

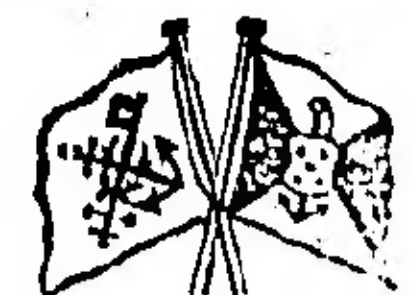
Agents.

Hongkong, 14th July, 1898.

CLARKE'S B. &amp; P. PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In Boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors, The Lincoln and Midland Counties Drug Company, Lincoln, England.

Hongkong, 18th August, 1898.

## Intimation.

NORTH GERMAN LLOYD.  
(Freight Service.)HAMBURG AMERICA LINE.  
(East Asiatic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARABIA	LONDON, HAMBURG & ANTWERP, VIA COLOMBO.	26th August.
ARCADIA	LONDON, HAMBURG & ANTWERP.	About 1st September.
Bismarck	HAVRE AND HAMBURG.	About 12th September.
*SARNIA	HAVRE AND HAMBURG.	About 19th September.
SUEVIA	HAVRE AND HAMBURG.	About 25th September.
*SILESIA	HAVRE AND HAMBURG.	About 25th September.

\* This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.  
For further particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co., Agents, 1981

Hongkong, 19th August, 1898.

## Mails.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Columbia 1,260; A. Gow 1,260; Aug. 23.

Tacoma 1,260; A. Dixon 1,260; Sept. 17.

Victoria 1,260; J. Truebridge 1,260; Sept. 27.

Olympia 1,260; T. H. Dobson 1,260; Oct. 22.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Mogul 1,364; W. H. Wright 1,364; Sept. 10.

Bismarck 1,364; E. Porter 1,364; Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.

Doctor and Stewardess carried.

HONGKONG TO NEW YORK £47.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL, CARLILL &amp; Co.,

General Agents.

Hongkong, 8th August, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen 10,000; Wednesday 14th Sept.

Darmstadt 10,000; Wednesday 12th Oct.

Sachsen 10,000; Wednesday 9th Nov.

Bayern 10,000; Wednesday 7th Dec.

Prinz Heinrich 10,000; Wednesday 4th Jan. 99.

ON WEDNESDAY, the 14th day of Sept., 1898, at 4 A.M., the Company's Steamship "PREUSSEN," Captain Heintze, with MAILED PASSENGERS, SPECIE &amp; CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 12th September. Cargo and Speed will be received on board until 5 P.M. on TUESDAY the 13th Sept., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 13th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS &amp; Co.,

Agents.

Hongkong, 18th August, 1898.

## Mail.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Atte (via Nagasaki) Saturday, 10th Sept., at Noon.

THE U. S. Mail Steamship

"ATZEC,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE AND YOKOHAMA on SATURDAY, the 10th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.